CLASSIFICATION Approved For Release 2006/04/14: CIA-RDP82-00457R005300570006-9 INFORMATION REPORT CD NO. 2 AUG 50 DATE DISTR. COUNTRY Poland NO. OF PAGES 2 SUBJECT Polish Aviation Industry NO. OF ENCLS. 25X1 SUPPLEMENT TO 25X1 REPORT NO. PRES DOCUMENT CONTINUES INFOUNDATION APPECTING THE BATUMAL DEFENDA-OF TURE (METERS STATED WITHIN THE GELANIES OF THE SEPTEMANS ACT) TO D. C. E. STATED SE. DO AMERICA THE FRANCISCOPION OF THE REVIEW INFO OF THE CONTESTS IN ABY GRANDE TO ANY UNDESCRIPT PROBLEM OF THE STRITTED OF LATE. REPORTORYTORS OF THIS PLOYER IS PROCEEDED. 25X1 THIS IS UNEVALUATED INFORMATION Polish sirplane production has been severely restricted by the Soviets since  $1_{\circ}$ 1947, and at the present time only a few factories produce planes for Polish use. One such factory is the Panstonoue Zaklady Lotnicze (State Airplans! Factory) at Mielec (R51/V37). Twenty percent of this factory's productive capacity is engaged in airplane production, and eighty percent is used for the manufacture of other items. The plant has produced the following planes since 1945; 10 SZPAK-4 11 ZAK CSS-10 1 1 CSS-31 In addition, the plant has repaired several Dakotas for LOT, the Polish State Airline, A second, smaller plant located at Rzeszow (R51/V74) is used only to repair 2. planes, mostly civilian planes for LOT. This plant is severely hampered by a lack of spare parts. The experimental aviation workshops (Lodzkie Warsztaty Doswiadczalne) are 3. located at Lodz (Q52/093), Ulica Zagajnikova 56. Seventy percent of the productive capacity of these workshops is engaged in the manufacture of aircraft and thirty percent is occupied in making furniture. This plant is managed by Ing. Soltyk, who has menaged aircraft production at this plant since before the war. His only assistant is a student at the Polytechnic Engineering College. Solityk is handicapped by a lack of materials, especially of all types of steel tubing, aluminum plate, screus, rivets and plexiglas. He must use scrap lumber and parts from old German planes. Soltyk and his assistants are so poorly paid that most of his workers have left him for other factory positions. The plant is building for LOT a new twelve passenger plane which will be ready for testing during 1950. This plane is built largely of wood and will be powered by Argus engines taken from old German planes. It will resemble the Fokker-1928, In Warsgawa are located the Central Aviation Forum (Centralne Studium Samolotowa) 40 and the Central Airplane Engine Forum (Centralne Studium Silnikow), both known commonly as C.S.S. The Central Airplane Engine Forum is directed by Ing. Franciszek Misztal; a branch located in Wroclaw is directed by Professor (Engineer) Jerzy Teisseyre of the Polytechnical School at Wroclaw. The two forums have cooperated in the design of the prototype of the CSS-10 and CSS-11 which were CLASSIFICATION NAVY NSRB DISTRIBUTION STATE ARMY Desument CONFIDENTIAL in accordance with the letter of 16 October 1978 from the Director of Central Intelligence to the United States.

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CENTRAL INTELLIGENCE AGENCY

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produced at Lodz. Both these planes are two-seaters; the CSS-11 will be used by the Air Force as a trainer. It has no brakes and will be used to teach pilots to make take-offs.

- Civilian aviation in Poland is subordinate to the Ministry of Communications, 5, which contains a Department of Civilian Aviation (Department Lotnictwa Cywiknego). This department controls all non-military aviation including LOT, sport aviation and gliding. It is nominally directed by Ing. Jagoszewski, a non-Communist; the actual director is Colonel Falber, a Russian Jew, who is officially the vice-director of the department, A purge of this department in the spring of 1949 affected primarily the gliding section.
- The Poles have available for sport aviation the following planes:
  - 1. Three model RWD-13 pre-war Polish planes. One of these planes is permanently used by LOT and two are used by the Department of Civilian Aviation. In the fall of 1949 all three were sent to Poznan for repairs. At the present time there are no spare parts left for these planes.
  - b. One model RWD-21 plane, now kept at the Goclawek airport (R53/108). Some spare parts for this plane are cwned by the Department of Civilian Aviation and kept at Goolawek.
  - Three German Blicker-Jungman planes, obtained as war booty, are used for acrobet training. One is kept at Warszava-Bielany, one at Poznan-Lawica, and one at Bielsko (Q50/X88).
  - Three German Stieglitz planes, taken from the Germans, have been repaired, but are without spare parts.
  - Three German Storch-Fieseler planes, taken as war booty, are without spare parts. One of these planes is used by the U.B. squadron at Warszawa-Bielany, and the others are sanitary planes (sic) and cannot be used by civilians in connection with sports aviation,
  - Seventy American Piper-Cub planes, which came to Poland from the American Demob (sic), but without spare parts. At one time the Poles attempted to obtain spare parts for these planes from the Czechs, but these efforts were stopped by the Russians.
  - Fifty-five Soviet Po-2 planes, also known as the "koukourouzhnik". Poland had only 40 of these planes until October 1945 when she received 15 additional planes from the USSR. All spare parts for these planes are Soviet made. The planes are easily maneuverable, but are slow and carry little fuel. In order to keep them from being used in making escapes from Poland all these planes are concentrated in the central and eastern parts of the country. About 22 of the planes are kept at Goclawek.
- 70 In addition, the following planes have been produced since the war for Polish sports aviation:
  - a. One SZPAK-2, kept at hodz.
  - One SZFAK-J, also kept at Lodz.
  - One SEPAK-4 prototype. Ten planes of this model have been produced at Mielec; five are kept at Mielec airfield, while the other five are kept at Warszawa. This plane is very unpopular with flyers because of poor construction. On 22 July 1949, six of these planes were ordered from Mielec to Warszawa to take part in the national festival on that day, Only two planes arrived, as three had lost their propellers and the fourth had broken an oil line.
  - d. Eleven ZAK planes, produced at Mielec
  - One JUNAK
  - f. One ZUCH

the last two are experimental planes produced by G.I.L. (Glowny Instytut Lotnictwa - the Main Institute for Aviation). Both are two-seaters, and the latter is a variation of the JUNAK.

Training of new pilots is reported to be inadequate because of lack of flying time and restrictions on flying any distance. There is no training in in-

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